

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Pier 10 and Pier 11 Building

Other names/site number: _____

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Honolulu Harbor

City or town: Honolulu State: Hawaii County: Oahu

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property **meets does not meet the National Register criteria.**

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

Pier 10 and Pier 11 Building

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4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☐

Public – Local

☐

Public – State

☒

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☒

District

☐

Site

☐

Structure

☐

Object

☐

Pier 10 and Pier 11 Building

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

1

Noncontributing

buildings

sites

structures

objects

Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION, water-related
COMMERCE/TRADE/warehouse

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/water-related
LANDSCAPE/parking lot
EDUCATION/college

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Classical Revival

LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Mediterranean Revival

Materials:(enter categories from instructions.)

Principal exterior materials of the property:

Foundation: CONCRETE

Walls: STUCCO

Roof: ELASTOMERIC COATING & CERAMIC TILE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Pier 10 and Pier 11 terminals, located at Honolulu Harbor, comprise a single two story, steel-framed, flat- and gable-roofed, concrete building. Pier 10 was built in 1925, and Pier 11 in 1927. The building runs southwest to northeast along the full length of the wharf's Ewa wall and has a trapezoidal footprint, with the narrow end of the building facing Honolulu Harbor and its wider end facing downtown Honolulu. The front façade runs parallel to Aloha Tower Drive (formerly Fort Street) and the rear façade fronts the water. Originally part of a larger, irregular, u-shaped complex that included terminals at Piers 8 and 9 as well as the Aloha Tower, the Pier 10 and 11 building is now freestanding, as is Aloha Tower.¹ The 1994 Aloha Tower Marketplace project demolished Piers 8 and 9 and separated the Pier 10 end of the building from the Aloha Tower. The mauka end of the building was partially demolished in 1950 for the Makai Arterial project (Nimitz highway), and the Matson DOT Harbors Division Building was constructed diagonally across the end of the terminal in 1952.² Despite numerous changes to the building, it retains good integrity and strongly conveys its original purpose.

¹ Aloha Tower, built in 1926, was added to the Hawai'i State Register in 2020.

² Matson DOT Harbors Division Building was added to Hawai'i State Register 2020.

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Narrative Description

The Pier 10 and 11 building is a two-story, steel-framed, concrete building located at Honolulu Harbor, west-southwest of downtown Honolulu. The terminal is on a wharf on the eastern shore of the harbor, bound on the east-northeast by Nimitz Highway and all other sides by water. The peninsular wharf is roughly in line with the grid of downtown; its northern boundary lines up with Bethel Street, and its southern boundary with Bishop Street. Fort Street, which originally crossed downtown and terminated at the entrance to Aloha Tower, was converted to a pedestrian mall in 1968. Today the area is accessed by Aloha Tower Drive, which follows the original Fort Street corridor southwest from Nimitz Highway 350 feet along the front of the Pier 10 and 11 building. The drive turns southeast, fronting Aloha Tower Marketplace and Hawai'i Pacific University before turning 90 degrees (to the northeast) toward Bishop Street. Irwin Park, located in the block formed by Nimitz Highway, Aloha Tower Drive and Bishop Street, provides parking for the wharf. Access to the wharf is otherwise limited to pedestrian access, save for a service road along the south eastern and western boundaries. The area was historically urban, commercial, industrial and transportation-oriented. It retains those characteristics today with greater urban density and increased downtown development.

The Pier 10 and 11 building runs almost the entire length of the wharf's northern boundary from Nimitz Highway to the midpoint of Aloha Tower's northwest façade, fronting Aloha Tower Drive and a tree-lined pedestrian promenade. The Pier 11 building was constructed two years after the Pier 10 building, but it was designed and built as an extension of Pier 10 and will be described as a single building with stylistic and materials differences noted.

Built as part of an irregular U-shaped network of passenger and freight terminals, the Pier 10 and 11 building now shares the wharf with a variety of buildings and structures. Nearest is the Aloha Tower, which sits at the terminal building's southernmost corner. Beyond that is the Aloha Tower Marketplace, a late 20th century mixed-use facility comprised of four two and three story, rectangular, hipped roof buildings, and an assortment of smaller buildings, pavilions, and kiosks.

In the 2014 draft National Register Nomination form, Guy Blanchard describes the building as follows:

Pier 10/11's Aloha Tower Drive/Fort Street facade is comprised of twenty-two bays. The southwestern, Pier 10 section features thirteen bays with a slightly projecting three-bay entrance dividing the Pier 10 facade section into eight southwest bays and two northeast bays. Bays are divided by pilasters which extend from the ground level to a modest entablature near the roofline. Each pilaster is supported by a slightly projecting base and topped by an unornamented capital beneath the entablature. At the ground level, each bay is comprised of a rectangular, metal-framed, multi-light, fixed window that is approximately the height of the ground floor. The two bays immediately southwest of the projecting entrance contain central double glass doors. The ground floor windows and doors are not original. The two bays immediately northeast of the projecting three-bay entrance provide vehicle access into the pier building and contain no windows or doors. The pier's southwesternmost bay is infilled with a fixed, multi-light, clerestory window. On each pilaster is a metal light fixture. The light fixtures are not original. The facade's northeastern, Pier 11 section comprises the remaining nine bays. Each bay is identical to those located on the Pier 10 section, forming an uninterrupted and continuous facade. The Pier 11 section's central three bays contain glass double doors.

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The Pier 10/11 Aloha Tower Drive/Fort Street facade's ground floor and second floor are separated by a metal canopy that extends the length of the facade, projects from the facade, and extends across the sidewalk below. Round, metal poles support the canopy; the canopy is not original. The Pier 11 section's central bay contains the words "Pier 11" on the canopy. Above the canopy, each bay contains a multi-light, metal-framed, segmental-arch window. In the southwestern eight bays, the second-story windows are comprised of three fixed lights. In the northeastern eleven bays, the second-story windows are comprised of multiple lights with awning sashes. Beneath all second-story windows are molded sills. Above the second-story windows is a wide, classically inspired entablature with projecting molded cornice; above the cornice is a short parapet with molded coping along the roofline.

The off-center, projecting, three-bay section appears as the main entrance to Pier 10. Similarly-styled pilasters divide the section into three bays; however, the two pilasters flanking the entrance are wider than the pilasters across the facade. The entrance is comprised of metal-framed, sliding glass doors with sidelights and a wide transom light filling the space between the wide pilasters from the ground to just beneath the metal canopy. At ground level, these wide pilasters contain vertically aligned rectangular, metal-framed, fixed-light windows topped by a separate, square, metal-framed, fixed-light window. Above the sliding entry doors is a segmental-arch window identical to those found in the southwestern eight bays. Flanking the projecting entry bay are two identical bays narrower in size than those found on the facade. At ground level, these bays contain metal framed, fixed, multi-light windows topped by a separate, rectangular, fixed light at the ground floor's clerestory level beneath the metal canopy. The bay to the northeast of the entrance contains double doors in lieu of fixed windows. Above, the second-floor windows in these narrower bays are metal-framed, fixed, single-light, square windows. To denote the Pier 10 entrance, the roof parapet above the entry doors is slightly higher and contains the words "Pier – 10" in low relief.³

The southwest end and south corner of Pier 10 are not original to the building. Created in 1994 as part of the Aloha Tower Marketplace project, the makai end of the building was demolished and a convex, semi-circular section was constructed on the south corner around the circular walkway that now surrounds the Aloha Tower. The convex section has five bays separated by vertical, concrete divisions. On the first floor, each bay contains a single, large square opening with a divided, fixed glass transom above. The central bay opening is topped by a rounded, projecting marquee inscribed with the word "HAWAII." The four other bays have a simple, fabric shed awning above their transoms. The ground floor of this section is open and unused. All five second-floor bays contain a single, rectangular, three-part, fixed-glass window with a simple, fabric shed awning above. The roofline of the building is defined by a wide projecting cornice.

The southwestern façade features four irregular bays that vary both in size and openings and divided by pilasters similar in design to those on the southeastern façade., as well as an engaged column. The southernmost bay is comprised of a large, rectangular opening with a pair of fixed-glass doors flanked and topped by fixed glass windows topped by a tripartite fixed-glass transom matching those on the convex wall. The transom is topped by a matching fabric shed awning. The second floor has a single, rectangular, fixed-glass, multi-light window.

³ Guy Blanchard, *Draft National Register Nomination form*, 2014, Section 7 pages 5-7.

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The second bay is wider and features a recessed area similar in size and proportion to the other ground floor openings, but it is solid save for a single, off-center steel door. There is no awning above. On the second floor is a single, large, segmental-arched, tripartite, fixed-glass, multi-light window. The third bay features a large ground-floor garage entrance above which is a smooth, rectangular recessed area with no opening. The final bay projects slightly from the wall and is comprised of a smooth wall at the ground level with a single, rectangular opening at the second floor topped by a recessed lintel flanked by an engaged column and a true column. The roofline of the entire façade is defined by a simple cornice.

Guy Blanchard further describes the building's exterior,

Along Honolulu Harbor, Pier 10/11 is architecturally and visually separated into two distinct piers. Pier 10, closest to Aloha Tower, contains little ornamentation and is comprised of twenty-one bays each consisting of a ground-level overhung garage door and a second-story opening into a passenger gallery; the series of bays extends the length of the elevation. However, seven bays do not contain a garage door and instead are infilled. A molded belt course separates the first and second floors and is situated beneath the second-story openings. These openings are essentially rectangular and contain metal fence-like railing. Within the passenger gallery, a series of multi-light windows allows for additional sunlight to enter the interior space. Above, a small parapet stretches along the roofline. At bays eleven through fourteen, the parapet is stepped and contains the words "Pier 10" in low relief.

The Pier 11 section is more elaborately ornamented than Pier 10. Comprised of thirteen bays, the section exhibits a few minor decorative elements of Mediterranean-influenced architecture including arched openings and a gable-end terracotta mission tile roof over the passenger gallery. Modestly designed pilasters divide each bay, contain a wide base, and are topped with egg-and-dart molding and subtle scrollwork below each second-story arched opening. Three central bays are narrower than the accompanying bays and are topped by a small square pavilion that extends above the roof. Pier 11's southwestern most bay is also narrow and abuts Pier 10.

At the ground level, Pier 11's harbor elevation contains metal overhung garage doors in each bay. The northeastern three bays, however, are open with no garage doors. Above, the second-floor passenger gallery contains wide, round-arch openings. A railing with concrete piers capped with molded coping extends across the second floor with cast-iron railing filling the space between the piers. The concrete piers are perforated with diamond shaped openings. The bay northeast of the southwestern most bay contains no arched opening and instead has a tall, rectangular opening with a cast-iron railing. The pavilion that punctuates the roofline contains the words "Pier 11" over the central bay arch in low relief. Above, the pavilion contains three two-light windows over a molded sill and beneath a hipped roof. The hipped roof is clad in terracotta tiles. Atop the pavilion's pyramidal roof is a central flag pole. An additional metal overhung garage door and opening are featured on its northeast elevation near Nimitz Highway. Above the entrance are the words "Harbors Parking Entrance," two multi-light windows, and an upper-level walkway connection to the DOT Harbors Division Building.

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The entirety of Pier 10/11 shares a similarly designed roof although built at different times. The roof is generally flat and contains a series of interior, raised, low-pitched gables extending northwest to southeast. These gabled roof elements form a clerestory level allowing natural light to enter the interior warehouse space.

A low parapet wall extends the length of the facade along the roofline. This parapet wall is continued along Pier 10's southwest and northwest (harbor) elevations. Pier 11's harbor elevation features a gable-end roof covered with terracotta tiles. This gable-end roof is located only above Pier 11's passenger gallery.⁴

The interior of the Pier 10 and 11 building is currently used as a passenger terminal, storage space and parking garage. Many of the original interior elements have been removed. The space fronting Aloha Tower Drive at the Pier 10 end of the building is divided into rooms that are used as storage for Hawaii Pacific University. The remaining interior space is dedicated to parking. Floors throughout are concrete. An exposed wood deck roof is supported by a network of steel trusses and beams atop chamfered, concrete-clad steel posts. Light is provided by clerestory windows that run perpendicular to the building length as well as hanging light fixtures.

At the time of Guy Blanchard's 2012 visit to the building,

Pier 11's interior space is similar to that found in the Pier 10 section. The space has also been converted into a two-story parking garage that is not original to the building. A ramp along the northeast side of Pier 11 provides vehicles with upper level access. Along Aloha Tower Drive/Fort Street, Pier 11 contains a large interior room used for arriving and departing cruise line passengers. A large mural covers the wall on the room's harbor side, and an elevator and two escalators provide access from the room's ground floor to an upper level corridor. This corridor provides access to the passenger gallery. Artificial lighting is provided by a number of lamps hanging from the ceiling. Along the second-floor passenger gallery are a number of enclosed offices with multi-light windows facing the harbor. No interior light is provided from the passenger gallery into the interior warehouse space.⁵

There have been changes to the Pier 10 and 11 building as well as to surrounding buildings, but the Pier 10 and 11 building retains integrity of location, feeling and association. Alterations to the building, including the demolition of the mauka end for the Makai Arterial and the partial demolition of the makai end for the Aloha Tower Marketplace, lessen the structure's integrity of design, materials, and workmanship. In both Pier 10 and Pier 11 numerous windows and doors have been replaced. Integrity of setting has been compromised by the demolition of Piers 8 and 9 and the construction of the Aloha Tower Marketplace.

⁴ Guy Blanchard, *Draft National Register Nomination form*, 2014, Section 7 pages 5-7.

⁵ Ibid.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

SOCIAL HISTORY

Period of Significance

ca.1925 - 1959

Significant Dates

1925

1927

1950

1994

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Pier 10 Architect: Arthur Reynolds

Pier 10 Builder: C.W. Winstedt, National Construction Company

Pier 11 Architect: Edwin C. Pettit

Pier 11 Builder: Walker-Olund

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Pier 10 and 11 terminal building is of state significance under Criterion A for its association with maritime history and as a transportation hub for tourist activities in Hawai'i. The Period of Significance spans from the initial construction in 1925 until the dominance of commercial air travel in 1959 when Matson shifted focus from passenger travel and Boat Days came to an end and also encompasses the change to the northwest end of Pier 11 in 1952. The terminal building was constructed as part of a major harbor modernization project that began in 1919 to accommodate Hawaii's growing shipping and passenger cruise markets. The 1919 harbor project included the construction of the Aloha Tower and the development of Irwin Park, both of which remain today. For visitors to Oahu, particularly those aboard a Matson ship, the Pier 10 and 11 building was the point at which they disembarked after days at sea to be met by hula dancers, women selling leis, and music by the Royal Hawaiian Band.⁶ Demolition of the terminals surrounding Aloha Tower and alterations to both the mauka and makai ends of the building impact the terminal's integrity, but its strong visual relationship to Honolulu Harbor, downtown Honolulu, the Aloha Tower, Irwin Park and the HECO building convey its original feeling and association.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A

Honolulu Harbor was originally a natural harbor "created through the restriction of coral growth by fresh water pouring into it from the Nuuanu Stream."⁷ The area had a naturally deep channel at the center with two shallower channels on each side. Patches of sand and coral and the beginnings of Sand Island, were also present.⁸ When Europeans arrived to Oahu in the late 18th century, "only two land-locked harbors—Honolulu Harbor and Pearl Harbor—existed in the Hawaiian Islands..., but Pearl Harbor remained too shallow for large ships to enter. Honolulu Harbor provided deep waters for (European) ships to enter and anchor, and sheltered ships from wind and ocean waves. Dubbed 'Fair Haven' by fur trader Captain William Brown in 1793, the harbor's natural protections and central Pacific Ocean location drew much appreciation by Western ships, not only as a location to rest and gather supplies but as a new trading post."⁹ Fur and sandalwood were the first major items to be traded and shipped through Honolulu Harbor. Their success drew attention to the area and led King Kamehameha I to move from Waikiki to Honolulu in 1809.

⁶ Lynn Blocker Krantz, Nick Krantz and Mary Thiele Fobian, *To Honolulu in Five Days: Cruising Aboard Matson's S.S. Lurline* (Berkeley, California: Ten Speed Press, 2001), 69.

⁷ Elaine Fogg Stroup, *The Ports of Hawaii*, (Propeller Club of the United States), 1950, 7.

⁸ Department of Transportation, Harbors Division, "Honolulu Harbor 2050 Master Plan," <https://honoluluharbormp.com/history/>, accessed December 3, 2018.

⁹ Kenneth Ames, *On Bishop Street: Avenue of Hawai'i Pioneers* (Honolulu: First Hawaiian Bank, 1996), 5; Edward Joesting, *Tides of Commerce* (Honolulu: First Hawaiian, Inc., 1983), 1-2.

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"Fair Haven" and the city that developed to support it continued to grow throughout the early 19th century. By 1820, the area was no longer called "Fair Haven," and the local ahupuaa¹⁰ name, "Honolulu," was used instead. With the influx of foreign traders and sailors, Honolulu's population began to increase and diversify. Eventually merchants and missionaries moved to the area, and Honolulu developed into the urban center of Oahu.

The first major harbor improvement project was undertaken in 1825 when a sunken ship's hull was hauled into the harbor to be used as a wharf and portions of the harbor were dredged and the material was used to fill in surrounding tidelands.¹¹ In his 2014 draft National Register Nomination, Guy Blanchard writes:

Ships visiting Honolulu usually anchored offshore while the crew was tasked with rowing passengers to town. At times this distance reached as long as a half mile along a coral reef before reaching the small channel that opened into the harbor. The natural harbor itself was small, approximately a half mile long and a quarter mile wide.

Honolulu Harbor was slowly being developed during this time. In the 1840s, efforts were made to dredge the harbor and develop reclaimed land between what are now Fort and Alakea streets. The project added 22 acres to Honolulu and allowed for increased demand in shipping and trade services. Businesses closest to the harbor supplied ships with goods and facilitated trade in the islands. When whaling ships began making stops in Honolulu, improvements allowed the harbor to increase the number and size of ship berths. In 1852, the first steamships entered Honolulu Harbor, and by the end of the decade, Honolulu had constructed five wharves catering to the shipping and trade industry's massive growth.¹²

One of the earliest buildings erected on the infilled land created by harbor dredging was Lucas Tower, formerly located near (present-day) Pier 10/11. The wooden Lucas Tower was used as a signal tower. The tower contained a whistle that sounded when ships were in sight of the harbor. When Honolulu residents would hear the whistle, many would gather at the harbor in anticipation of mail or shipments from outside the island chain.¹³

The harbor was further modernized in the 1860s to accommodate the growing number of ships hauling Hawaiian-grown sugar to the United States. The kingdom deepened channels, constructed wharves, and installed seawalls and harbor lights.¹⁴ By the 20th century, Honolulu Harbor had grown to be a mix of public and private wharves and piers, but the development of the harbor had been done with more thought to freight than to passenger travel. With the decline of sugar, the new territorial government began to focus on tourism. Coaling stations and metal terminal sheds were fine when the harbor saw more professional sailors than wealthy visitors, but as the tourism industry grew, the need for a more beautiful and more functional passenger area became apparent.

¹⁰ Ahupua'a is a Hawaiian term that refers to land divisions. An ahupua'a is a portion of land that is typically somewhat pie-shaped, and runs from the mountains to the ocean. OHA - KIPUKA Database. (n.d.). Retrieved August 3, 2018, from <http://kipukadatabase.com/kipuka/TMK.html?ObjectID=75001&b=2#view1>

¹¹ Department of Transportation, Harbors Division, "Honolulu Harbor 2050 Master Plan," <https://honoluluharbormp.com/history/>, accessed December 3, 2018.

¹² "Harbor History," *Oahu Commercial Harbors 2030 Master Plan*, 5-6.

¹³ "Harbor History," *Oahu Commercial Harbors 2030 Master Plan*.

¹⁴ Ibid.

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Guy Blanchard writes:

After annexation and American acquisition of Guam and the Philippines, attention to Hawaii increased from mainland Americans. In 1903, the completion of a trans-Pacific telegraph cable facilitated communication between the mainland and the Islands. The population of California, Oregon, and Washington had also increased and exceeded two million people by that time. Economically, the turn of the century saw more Americans with disposable income for the first time. These factors led to interest in Hawaii for both business and travel, especially for those living on the West Coast.¹⁵

Hawaii's businesses sought to take advantage of this newly bestowed attention. Benjamin F. Dillingham, railroad magnate and entrepreneur, constructed a Haleiwa hotel in 1899 intended for tourist use. In 1901, the Moana Hotel opened in Waikiki, and in 1902, the Alexander Young Hotel opened in downtown Honolulu. The turn of the century also witnessed an active Chamber of Commerce and Merchants' Association who actively advertised and promoted Hawaii tourism to those on the United States mainland. By 1903, the Chamber of Commerce created the Hawaii Promotion Committee, later called the Hawaii Visitors Bureau, to advertise Hawaii in mainland printed materials including a booklet entitled, "Beauty Spots of Hawaii."¹⁶

The increase in tourism and government efforts to promote the Islands encouraged Matson Navigation Company to build its first passenger ship, *Lurline*, in 1908 and its second ship, *Wilhelmina*, in 1909. Two more passenger ships were added in 1913 and 1917, the *Matsonia* and *Maui*, respectively.¹⁷

Early tourists flocked to Haleiwa, Waikiki, or downtown Honolulu, but in 1917, Clifford Kimball opened the Halekulani Hotel in Waikiki after realizing guests preferred the beach over downtown Honolulu accommodations. The same year, the Hawaiian Hotel in downtown Honolulu closed. By the 1920s, Waikiki's swamps were drained by the newly constructed Ala Wai Canal and the area became the prime destination for Hawaii's tourists. Approximately 5,000 tourists visited Hawaii in 1910, and by 1925, over 15,000 tourists visited the islands. The Islands soon became a direct competitor with Europe as a popular travel destination for America's wealthiest citizens.¹⁸

The plan for a terminal complex at Piers 8, 9 and 10 of Honolulu Harbor was announced in 1919 as part of a larger harbor modernization project by the Board of Harbor Commissioners, which during Hawaii's time as a U.S. territory, was responsible for shores, streams, harbors, and wharf and pier construction throughout the islands.^{19,20} The construction of Piers 8, 9 and 10 required the demolition of the U.S. Custom House, U.S. Public Health Service, and several warehouses on the city block between Fort, Esplanade, Kekuanaoa and Allen Streets, and was completed in

¹⁵ Thomas Kemper Hitch, *Islands in Transition: The Past, Present, & Future of Hawaii's Economy* (Honolulu: University of Hawaii Press, 1992), 117.

¹⁶ Thomas Kemper Hitch, *Islands in Transition: The Past, Present, & Future of Hawaii's Economy* (Honolulu: University of Hawaii Press, 1992), 117.; Hibbard, *Designing Paradise*, 40.

¹⁷ Hitch, *Islands in Transition*, 119.

¹⁸ Hibbard, *Designing Paradise*, 41; Hitch, *Islands in Transition*, 119.

¹⁹ "Honolulu Harbor To Have Clock Tower," *The Honolulu Advertiser* (Honolulu, HI), Dec. 20, 1919.

²⁰ Robert McDonald and Charles Litter, *The Governance of Hawaii: A Study in Territorial Administration* (Stanford: Stanford University Press, 1929), 153.

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1925. The terminals were a vast improvement over the more rudimentary sheds that they replaced. Upon their completion, Governor Wallace P. Farrington stated, "The new piers are splendid, and are certainly a credit to Honolulu and the entire territory." The Honolulu Star-Bulletin wrote that Piers 8, 9 and 10 "were classed by territorial officials... as being among the finest in America."²¹

At the completion of terminals at Piers 8, 9, and 10, plans were already being made for Pier 11, which would be a mauka-end extension of the Pier 10 building. The Pier 11 terminal was completed in 1927 and required the demolition of The Grace Brothers Building, the Rubenstein Building, the offices of the Inter-Island Steamship Company, James Wakefield and Son, Allen & Robinson, as well as a commercial warehouse. Lyman Bigelow, chair of the board of harbor commissioners said of the project, "With the completion of pier 11, which is a continuation of piers 8, 9, and 10, there will be a continuous pier of 1,000 feet, sufficient to dock the largest vessel."²²

The Pier 11 extension was built in conjunction with that of one of the earliest of Matson's dedicated passenger liners, the *Malolo*. Prior to the *Malolo*, Matson's ships had been primarily focused on freight rather than well-to-do passengers. With the construction of the *Malolo*, Matson Navigation Company added luxury travel to their portfolio and helped establish the Hawaiian Islands as a major tourist destination. The *Malolo*'s maiden voyage from San Francisco to Honolulu marked the very first use of the Pier 11 terminal. Newspapers of the time wrote, "The completion of Pier 11 costing approximately \$1,668,675.95, is considered one of the greatest steps in the growth of Hawaii."²³ Built after the other terminals on the wharf, the Pier 11 building offered luxuries that were not part of the original 8, 9 and 10 design. These included larger openings along the second-floor gallery to create a "lanai effect" with views of the then verdant Sand Island, a "special niche" for the Royal Hawaiian Band, and rest rooms decked in Indiana Marble.²⁴ At the pier's opening reception, Lyman Bigelow is quoted as saying Pier 11 was "one of the finest achievements of the territory from a standpoint of architecture, construction, and convenience."²⁵

The Aloha Tower was built above the Pier 9 terminal in 1926. With the official opening of the Pier 11 terminal, the 1919 pier complex plan was complete and Honolulu's transition from a shipping economy to a major tourist destination was poised for success. The arrival of passenger ships at Piers 8, 9, 10 and 11 was always met with a Boat Day celebration. Originally a ceremony for Hawaiian royalty, the Boat Days tradition was kept alive in the territorial era by Matson Navigation Company, which employed the Royal Hawaiian Band to play traditional Hawaiian songs while local women danced hula and sold leis to visiting guests. Though this reincarnation of Boat Days was designed for the enjoyment of visitors, many local people also took part in the festivities. In addition to vacationing tourists, Matson's boats transported "mail, perishables, (and) essential supplies..."²⁶ As the great ships were emptied, tourists and supplies alike were shuttled across the island by car, bicycle, streetcar and train.

For over three decades, the Pier 10 and 11 building marked Hawaii's most significant transportation point. As passenger travel evolved from five day boat rides to five hour flights, boat travel to the Hawaiian Islands declined and Boat Days became less frequent. Matson Navigation

²¹ "New Piers Praised By Governor And Bigelow After Ball," *The Honolulu Star-Bulletin*, June 3, 1925, 1.

²² "Will Complete Piers 8, 9, 10 Without Delay," *The Honolulu Advertiser*, April 6, 1921, 10.

²³ "Pier 11 Said To Be Finest Of Its Kind," *The Honolulu Advertiser*, November 21, 1927, 29.

²⁴ Ibid.

²⁵ Ibid.

²⁶ Maili Yardley, *Hawaii's Glamour Days*, (Honolulu, HI: Mutual Publishing, 1996), page 6.

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Company sold its non-shipping assets in 1959, and soon Boat Days ended altogether. The Pier 10 and 11 building, however, remains an active player in harbor activities and continues to function as a passenger terminal for cruise ships. Though cruise ships are less frequent than they were in the heyday of luxury liner travel, today's visitors disembark and enter Honolulu just as they would have done in 1927.

Other Criteria Considered

Criterion C was considered for this property but was not selected because of the number of alterations and material changes that have occurred to the building over time. Originally constructed as part of a larger, continuous terminal complex, the Pier 10 end of the building was designed to be attached to Pier 9 and the Aloha Tower. The 1994 demolition of terminals at Piers 8 and 9; the separation of the Aloha Tower; and the creation of a southwestern façade and a concave southern corner seriously compromise the architectural merit of the Pier 10 end of the building. Pier 11 was similarly altered in 1950 with the expansion of Ala Moana Boulevard/Nimitz Highway. Roughly 36,000 square feet of the northeastern end of Pier 11 was demolished to accommodate the gentle curve of the highway project. This end had been used as office space and featured many of the luxury finishes that made Pier 11 remarkable. In 1952, the DOT Harbors Division building was constructed on the new diagonal line of the highway and does not share the original architectural style of Pier 11. Inside the pier building many of the original features, such as bathrooms and lobbies, have been removed to allow for car parking and storage.

The pier 10 and 11 building maintains many features that mark it as a good example of early 20th century maritime architecture, but these features alone do not qualify it for under Criterion C.

Evaluation of Integrity

The Pier 10 and 11 building has strong integrity of location because the building has not been moved. Integrity of feeling and association are good due to the terminal's visual and physical relationships to Honolulu Harbor, Aloha Tower, Irwin Park and the HECO building. Design and materials changes in the 1950s and 1990s give the Pier 10 and 11 building a lower level of integrity for design, materials and workmanship. Integrity of setting is compromised by the demolition of the Pier 8 and 9 terminals and the construction of the Aloha Tower Marketplace. However, the site's continued use as a passenger terminal and tourist destination along with the presence of buildings and grounds from the Piers' period of significance provide a moderate level of integrity of setting.

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9. Major Bibliographical References

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"Will Complete Piers 8, 9, 10 Without Delay." *The Honolulu Advertiser*. (Honolulu, HI), April 6, 1921.

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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 2.1985 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 21.307824 | Longitude: -157.865388 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

- | | | |
|-------------|--------------------|----------------------|
| 1. Zone: 4Q | Easting: 617681.12 | Northing: 2356639.43 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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Verbal Boundary Description (Describe the boundaries of the property.)

The boundary for the Pier 10 and 11 building consists of the building's footprint excluding the DOT Harbors Division building. It is within the Tax Map Key: (1) 2-1-001:001.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries were selected because they contain all of what remains of the original building. The DOT Harbors Division building was excluded because it was constructed across the demolished end of the building 25 years after the terminal's construction. No passenger activities took place in the DOT Harbors Division building and has never been an active part of the Pier 10 and 11 building functions.

11. Form Prepared By

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organization: Mason Architects, Inc.

street & number: 119 Merchant Street, Suite 501

city or town: Honolulu state: Hawaii zip code: 96813

e-mail: lew@masonarch.com

telephone: 808-536-0556

date: December 7, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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List of figures:

Figure 1. Pier 10/11 Property Boundary Map

Figure 2. Pier 10/11 USGS Topographic Map

Figure 3. Honolulu Harbor December 25, 1927. (Hawaii Aviation, Hawaii Department of Transportation Archives)

Figure 4. Piers 8, 9 & 10 Superstructure General Plan, 1919 (DOT Harbors Division Archives)

Figure 5. Pier 11 Front Façade, Rear Façade and Interior Images. (The Honolulu Advertiser, November 21, 1927, p. 29.)

Figure 6. Pier 11 Rear Façade with Aloha Tower and HECO Smokestacks visible. (The Honolulu Advertiser, November 21, 1927, p. 44.)

Figure 7. Honolulu Harbor, ca. 1955 (Hawaii State Archives)

Figure 8. Pier 10 and 11 building, Aloha Tower and Aloha Tower Marketplace, Irwin Park, and the HECO building. (DOT Harbors Division Honolulu Harbor 2050 Master Plan Website. <https://honoluluharbormp.com/>)

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Figure 1. Pier 10/11 Property Boundary Map



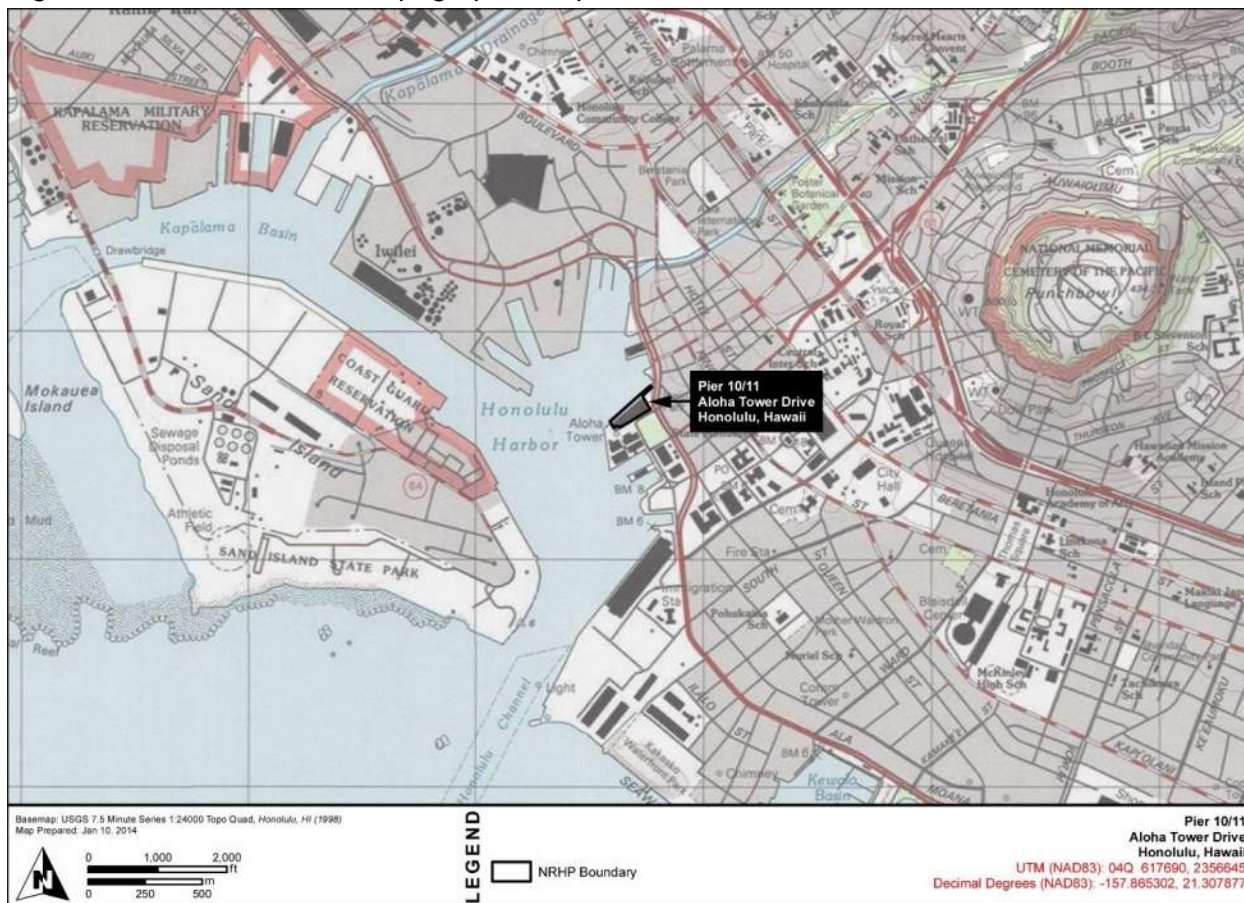
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Figure 2. Pier 10/11 USGS Topographic Map



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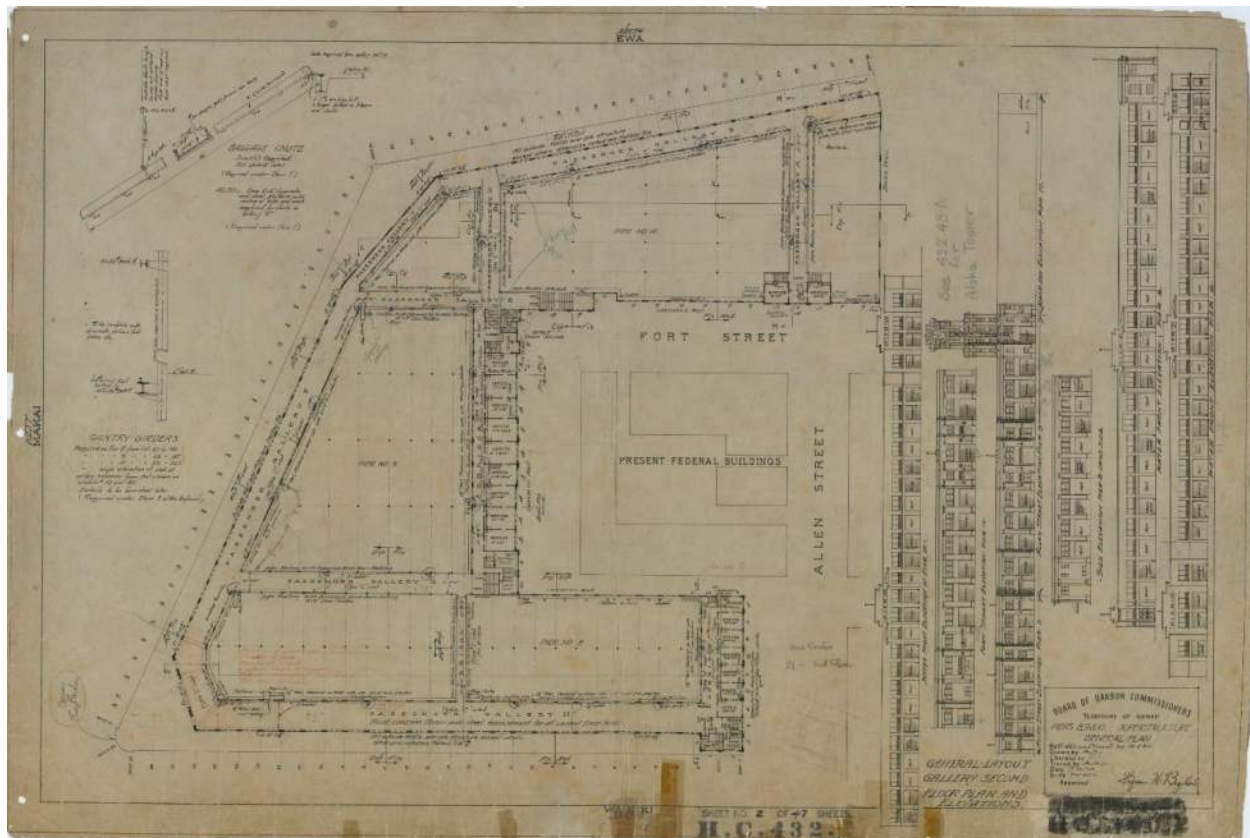
Figure 3. Honolulu Harbor December 25, 1927. (Hawaii Aviation, Hawaii Department of Transportation Archives)



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Figure 4. Piers 8, 9 & 10 Superstructure General Plan, 1919 (DOT Harbors Division Archives)



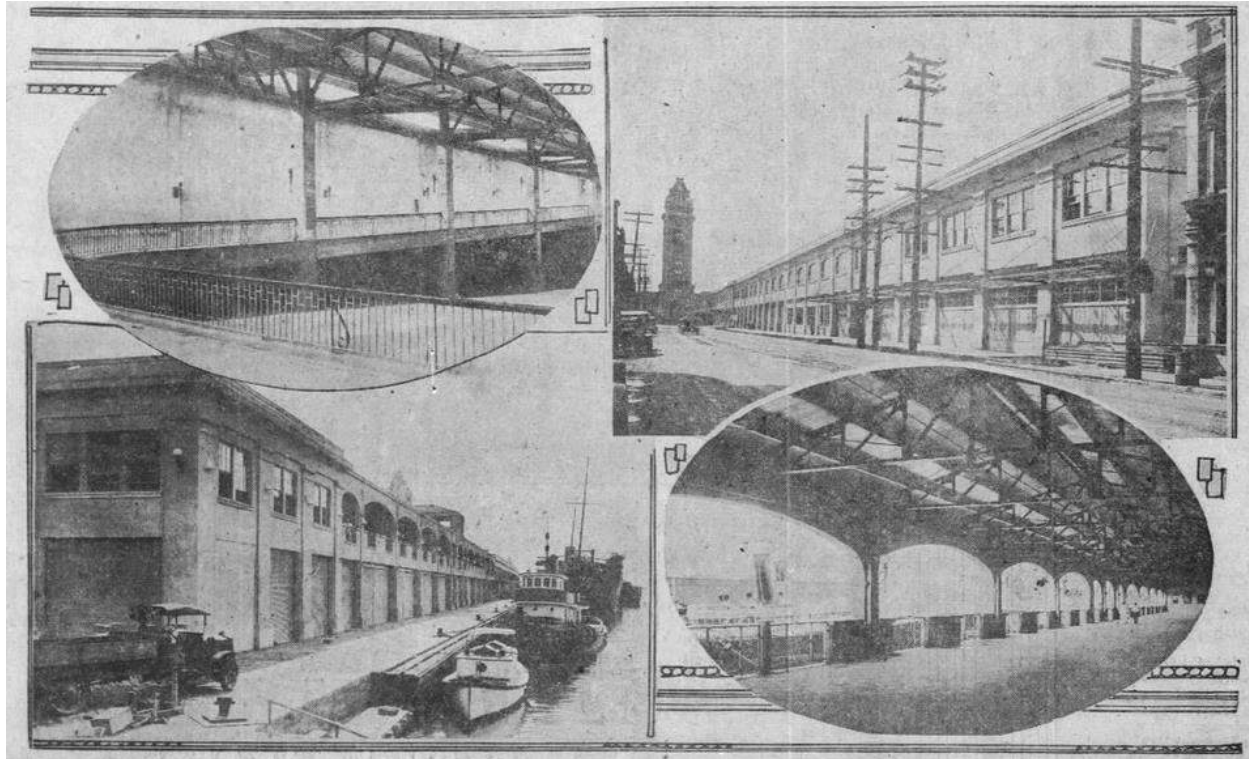
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Figure 5. Pier 11 Front Façade, Rear Façade and Interior Images. (The Honolulu Advertiser, November 21, 1927, p. 29.)



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Figure 6. Pier 11 Rear Façade with Aloha Tower and HECO Smokestacks visible. (The Honolulu Advertiser, November 21, 1927, p. 44.)

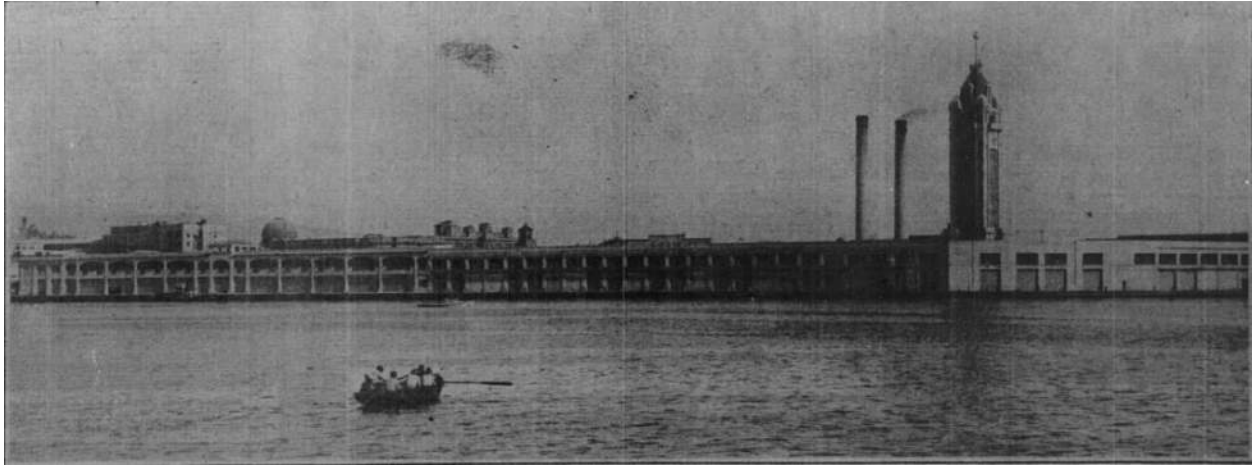


Figure 7. Honolulu Harbor, ca. 1955 (Hawaii State Archives)



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Figure 8. Pier 10 and 11 building, Aloha Tower and Aloha Tower Marketplace, Irwin Park, and the HECO building. (DOT Harbors Division Honolulu Harbor 2050 Master Plan Website. <https://honoluluharbormp.com/>)



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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Pier 10 and 11 Building

City or Vicinity: Honolulu

County: Honolulu

State: Hawaii

Photographer: Charles Greenleaf, Guy Blanchard, Lindsey Walsworth, Angie Westfall

Date Photographed: November 2012, November 2018, November 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 11. View of Pier 10 and 11 building, Aloha Tower, and historic Fort Street Corridor (now Aloha Tower Drive). Camera facing southwest.

Photo 2 of 11. View of Pier 10 and 11 front façade. Camera facing west.

Photo 3 of 11. View of Pier 10 and 11 building rear façade with Aloha Tower in background. Camera facing south.

Photo 4 of 11. View of Pier 10 building rear façade. Camera facing south.

Photo 5 of 11. View of Pier 11 building rear façade. Camera facing northeast.

Photo 6 of 11. Interior view of Pier 11 passenger terminal. Camera facing southeast.

Photo 7 of 11. Interior view of Pier 10 and 11 building. Camera facing southwest.

Photo 8 of 11. Interior view of Pier 10 and 11 parking area. Camera facing northeast.

Photo 9 of 11. Pier 10 entrance. Camera facing north-northeast.

Photo 10 of 11. Ca. 1994 concave corner of Pier 10 end of the building. Camera facing northeast.

Photo 11 of 11. View of Irwin Park from Pier 10 and 11 building. HECO building and Dillingham Transportation Building visible in distance. Camera facing southeast.

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Photo1 of 11. View of Pier 10 and 11 building, Aloha Tower, and historic Fort Street Corridor (now Aloha Tower Drive). Camera facing southwest.



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Photo 2 of 11. View of Pier 10 and 11 front façade. Camera facing west.



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Photo 3 of 11. View of Pier 10 and 11 building rear façade with Aloha Tower in background.
Camera facing south.



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Photo 4 of 11. View of Pier 10 building rear façade. Camera facing south.



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Photo 5 of 11. View of Pier 11 building rear façade. Camera facing northeast.



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Photo 6 of 11. Interior view of Pier 11 passenger terminal. Camera facing southeast.



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Photo 7 of 11. Interior view of Pier 10 and 11 building. Camera facing southwest.



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Photo 8 of 11. Interior view of Pier 10 and 11 parking area. Camera facing northeast.



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Photo 9 of 11. Pier 10 entrance. Camera facing north-northeast.



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Photo 11 of 11. View of Irwin Park from Pier 10 and 11 building. HECO building and Dillingham Transportation Building visible in distance. Camera facing southeast.



Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.